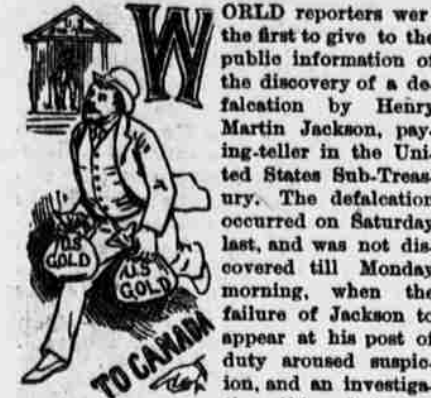


HE STOLE \$10,000 AND FLED.

THE SUB-TREASURY'S PAYING-TELLER NOW IN CANADA.

The money was taken in a lump on Saturday by H. M. Jackson, who went to Toronto—He handled from one to six million dollars a day and was an old employee—The loss to fall on Canada.



ORLD reporters were the first to give to the public information of the discovery of a defalcation by Henry Martin Jackson, paying-teller in the United States Sub-Treasury. The defalcation occurred on Saturday last, and was not discovered till Monday morning, when the failure of Jackson to appear at his post of duty aroused suspicion, and an investigation of his cash showed the loss of exactly \$10,000. Sub-Treasury Detective Sampson was immediately apprised of the fact, the matter being kept a secret from everybody else.

Detective Sampson worked diligently on the case, and last night it was ascertained beyond doubt that the defaulter was in Toronto, Canada.

This is the first loss by defalcation since the administration of Sub-Treasurer Hill. During his term a stamp agent, who had a desk in the Sub-Treasury building, stole \$185,000. The only wonder is that Jackson did not carry away a greater sum than he did, for Mr. Canada states that the paying-teller handles each day sums ranging from \$1,000,000 to \$3,000,000 and has paid out over \$9,000,000 in a single day. The paying-teller has not access to the vaults, but necessarily handles enormous amounts, and may have ever been devised for the perfect protection of banking and other institutions against the speculations of a dishonest paying teller.

Jackson is about thirty-six years of age. He is a son of the Secretary of the New York Tract Society, who lives in Roseville, N. J. He has been twice married, and has a daughter by each wife. His present wife is a daughter of a Mr. Casello, of Mount Vernon, Westchester County. His family relations have not been agreeable of late, and two weeks ago Mrs. Jackson returned to her father's home. It is believed that the domestic trouble was the cause of Jackson's flight, for he took the money in one lump.

Jackson was appointed to a clerkship in February, 1879, by Sub-Treasurer John C. Aiton, on the recommendation of a host of New York's most substantial men. He had been employed in the National Currency Bank and in the financial institutions. He had been faithful and promotion had followed promotion, till he was made paying-teller, with a salary of \$3,000 per annum. He is a Republican, but had been retained through the Cleveland Administration. He possessed excellent qualities for the position, being self-possessed and capable.

The money taken by Jackson was from the "paying-teller's cash," and he had no access to the vaults, the rules in this respect having been made more stringent than ever before on the advent of Sub-Treasurer Canada. The paying-teller's cash was examined from time to time, and was critically counted on the 18th inst., as is customary, and again on the 17th the cashier counted the money in Mr. Jackson's drawer, as the latter was about to leave for his home. It was correct at that time. All the indications are that the \$10,000 was abstracted on Saturday, the day of the departure of Jackson for Canada. The discovery of the robbery was made before business began on Monday morning.

Mr. Canada and Detective Sampson declined to say whether any steps had been taken for the apprehension of Jackson, but Mr. Canada remarked that he would be very glad if some one could devise a way of obtaining his return from Canada, adding: "Of course I am personally responsible for each of my clerks."

Sub-Treasurer Canada is accountable under the law for the defalcation of any of his employees, and he is under a \$400,000 bond, which is signed by C. P. Huntington, John I. Blair, William L. Scott, Edward Cooper, Joseph F. de Navarro, James T. Woodward, J. H. Abel, Charles Butler, H. V. Newcomb and John R. Dos Passos. The gentlemen are all well-known business men. They justified in \$800,000, and the bond was approved on Jan. 28 last.

James T. Woodward, who is President of the Hanover National Bank, said this morning: "We shall not bother ourselves about the matter. Indeed, \$10,000 is a mere bagatelle to the vast sums handled at the Sub-Treasury. Mr. Canada is simply unable to make good the amount lost, and we will not be called upon. Mr. Canada has been extensively interested in the iron business, and is well to do. He is an old, substantial business man, who has held many responsible positions of trust in business life."

"Do you think Mr. Canada can be in any manner blamed for the robbery?" asked the reporter.

"How can he? No law can prevent one man from robbing another. It may only punish for offenses already committed."

The defaulter was described as of swarthy complexion; short and very stout in stature, and wearing a full black beard trimmed close. His chin is a peculiar one, receding considerably, and he is knock-kneed. He wore white hair, seen at the ears, and a black coat overcoat. He is an inveterate smoker and of late the employees at the Sub-Treasury say he has looked ill and as if he had been drinking hard.

An Evening World reporter found Jackson's father at the office of the Tract Society. He is a tall, well-preserved man of about sixty, his close-trimmed beard showing more white than black, and he has a mild eye and manner.

"Is the statement in regard to your son correct?" asked the reporter.

"What statement?" inquired Mr. Jackson.

UNCLE SAGE TO THE RESCUE.

HE HEADS OFF A LITTLE BEAR RAID ON KANSAS AND TEXAS.

The Bulls Put on a Bold Front This Morning and Nearly Everything on the List Got a Lift—Brokers Taking Consolation Out of Gould's Trip to Europe—Standard Oil Men Showing Their Hand in a New Form.

HE advantage gained by the bulls yesterday on the strength of the unexpected gain in the earnings of the North-west road for September caused them to show a bold front this morning. They put up prices all around in the face of free sales and predictions by the bears that the upward movement would come to an untimely end, leading brokers had large orders to buy different stocks right at the opening and the list responded more readily than had been generally expected.

Reading jumped to 63 and again assumed its former position as a pivotal stock. Pretty much everything else boomed to the extent of a point or so but Kansas & Texas, against which a lively demonstration was made. The stock dropped 2 points, and the company was said to be in dire straits for ready cash. The likelihood of a receivership was dwelt upon, and holders were not a little alarmed. Uncle Sage came to the rescue by saying that "there is no truth in reported intended receivership, nor is it proposed to scale the interest. What is a much more reassuring effect was a statement by Secretary Henson that the company has no floating debt and pays its way as it goes along."

The fear that Gould might leave a receivership as a legacy to the great American public on the eve of his departure for Europe naturally led to considerable speculation of the new third mortgage, which the latter company was in danger of a receivership. The directors of the Northern Pacific lack but 20,000 shares of having two-thirds of the preferred stock's worth, and enough to claim at the hands of the bank of England rate of discount unchanged at 4 per cent. The bank gained \$40,000 during the week. American railway securities were buoyant, and shares showing an advance of 1/2 to 2 per cent.

THE QUOTATIONS.

	Open.	High.	Low.
Canadian Pacific	125 1/2	126 1/2	125 1/2
Chicago & North Western	125 1/2	126 1/2	125 1/2
Chicago & St. Paul	125 1/2	126 1/2	125 1/2
Chicago & Great Western	125 1/2	126 1/2	125 1/2
Chicago & Milwaukee & St. Paul	125 1/2	126 1/2	125 1/2
Chicago & Rock Island	125 1/2	126 1/2	125 1/2
Chicago & Western	125 1/2	126 1/2	125 1/2
Chicago & Illinois	125 1/2	126 1/2	125 1/2
Chicago & St. Louis	125 1/2	126 1/2	125 1/2
Chicago & Alton	125 1/2	126 1/2	125 1/2
Chicago & Burlington	125 1/2	126 1/2	125 1/2
Chicago & Erie	125 1/2	126 1/2	125 1/2
Chicago & Lake Erie	125 1/2	126 1/2	125 1/2
Chicago & Saginaw	125 1/2	126 1/2	125 1/2
Chicago & Toledo	125 1/2	126 1/2	125 1/2
Chicago & West Michigan	125 1/2	126 1/2	125 1/2
Chicago & Wisconsin	125 1/2	126 1/2	125 1/2
Chicago & Ypsilanti	125 1/2	126 1/2	125 1/2
Chicago & Zanesville	125 1/2	126 1/2	125 1/2
Chicago & Lima	125 1/2	126 1/2	125 1/2
Chicago & Fremont	125 1/2	126 1/2	125 1/2
Chicago & Superior	125 1/2	126 1/2	125 1/2
Chicago & Duluth	125 1/2	126 1/2	125 1/2
Chicago & Sault Ste. Marie	125 1/2	126 1/2	125 1/2
Chicago & Mackinac Island	125 1/2	126 1/2	125 1/2
Chicago & Ishpeming	125 1/2	126 1/2	125 1/2
Chicago & Ontonagon	125 1/2	126 1/2	125 1/2
Chicago & Alpena	125 1/2	126 1/2	125 1/2
Chicago & Cheboygan	125 1/2	126 1/2	125 1/2
Chicago & Emmet	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2	126 1/2	125 1/2
Chicago & Leelanau	125 1/2	126 1/2	125 1/2
Chicago & Charlevoix	125 1/2	126 1/2	125 1/2
Chicago & Mackinac	125 1/2	126 1/2	125 1/2
Chicago & Huron	125 1/2	126 1/2	125 1/2
Chicago & Benzie	125 1/2		